

Newsline

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July 1997

1998 DRAFT STIP AVAILABLE FOR REVIEW

MDT recently released the 1998 draft Statewide Transportation Improvement Program (STIP) and wants your comments and ideas on transportation projects throughout Montana.

The STIP is a listing of most transportation projects planned for Montana for the next three Federal fiscal years. These projects include Aeronautics, Rail, Highway, Public Transportation, and Federal Lands Highway projects. The main goal of the draft STIP, which is published each year at this time, is to solicit public comment on the proposed transportation program for Montana.

THIS IS YOUR OPPORTUNITY TO COMMENT ON MONTANA'S TRANSPORTATION PROJECTS. In particular, MDT seeks specific ideas concerning individual projects listed in the STIP or suggestions for future projects.

Each year MDT receives many helpful comments and innovative ideas from the public on transportation related issues. We carefully consider and respond to these comments and strive to incorporate them into the department's policies and decision-making processes.

This year's deadline for submitting comments on the draft STIP is August 8. However, we encourage the public to comment anytime throughout the year as various transportation issues may arise.

For a look at some of the major highway projects MDT has planned for the next three years, please refer to the map and accompanying project list located in the center of this issue of the *Newsline*.



To request a copy of the
1998 draft STIP

- ◆ Check with your local library
- ◆ Visit our Internet homepage
<http://www.mdt.mt.gov>
- ◆ Contact Jeff Ebert, MDT's Project Analysis Engineer at:
406-444-7639 Voice
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406-444-7671 Fax
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Or Write: Jeff Ebert
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Special Insert
**STIP Projects by
District**



Montana's Best Bet for Reauthorization

The Federal Highway Program is on track to be one

of the most hotly debated topics in Congress this year. The current program (ISTEA) is due to expire at the end of September and Congress must reauthorize it in order for federal funding to continue for the nation's highways and transit programs.

Even though the reauthorization is likely to touch on all the regulations, eligibilities, matching shares and structure of the federal highway program; the part of the debate likely to draw the most fire has to do with how funding will be distributed between states. And, make no mistake, this debate is regional and not partisan.

To insure that the West's issues and concerns are seriously considered in these debates, Montana's Senators Max Baucus and Conrad Burns were recently joined by 14 other Senators from Idaho, Wyoming, North Dakota, South Dakota, Kansas, Iowa, Nebraska and New Mexico in introducing the Surface Transportation Authorization and Regulatory Streamlining Act for the next century - known as STARS 2000. Congressman Rick Hill also introduced STARS 2000 in the House of Representatives in mid-June.

STARS 2000 is one of four major proposals under debate. While other bills focus on densely populated eastern states or donor state concerns, (See Figure 1) STARS 2000 seeks a

balance that benefits Montana, the West and a majority of states.

Features of STARS 2000

★ STARS 2000 focuses on the nation's most important highways, our Interstate and National Highway System routes.

★ STARS 2000 recognizes the full extent of the federal-aid roadway network - including the secondary routes which serve our agricultural producers.

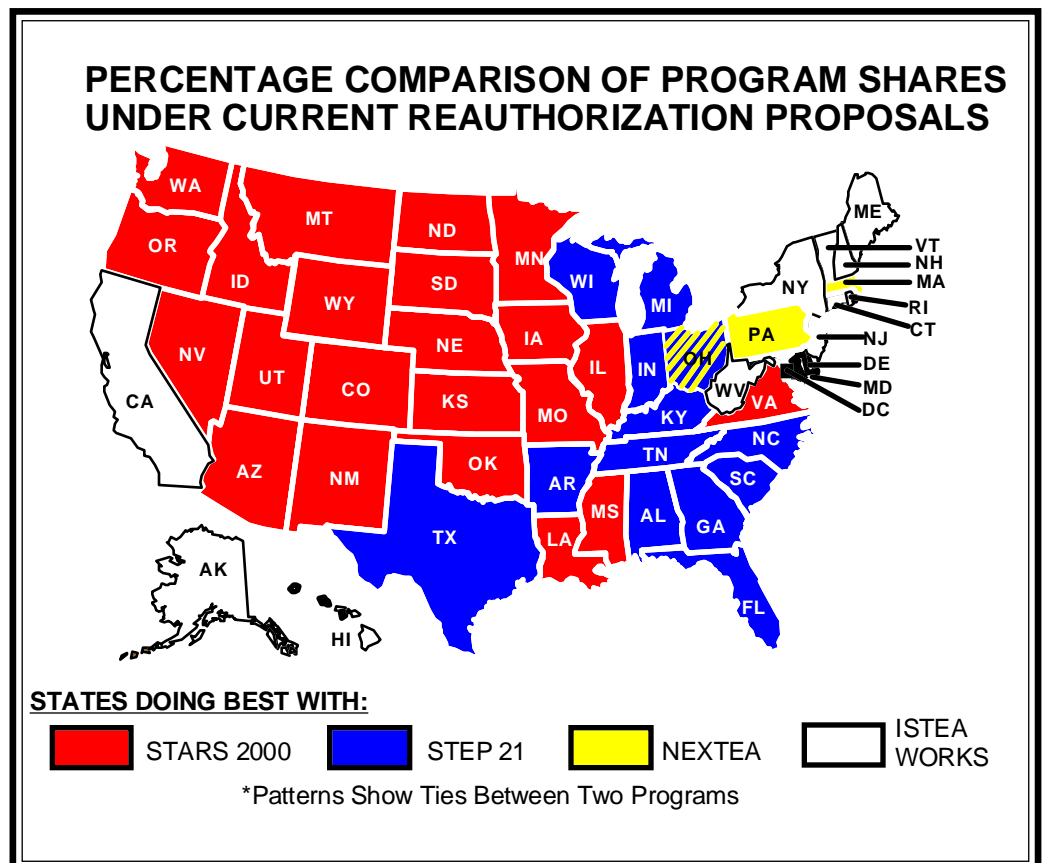
★ STARS 2000 advocates using all available highway trust fund revenues for the needs of the nation's highways and transit programs.

★ STARS 2000 simplifies the program, providing greater support for the priorities coming up through the statewide and urban transportation planning processes.

★ STARS 2000 endorses and maintains the public involvement and planning provisions of the current program.

Under STARS 2000, Montana's share of the highway program would increase. But, STARS 2000 isn't just a Western highway bill. Under STARS 2000, 33 states would receive a larger percentage of the programs than under current law, and 47 states would receive higher overall funding. Of all the proposals now before Congress, STARS 2000 does better for more states than any of the other proposals.

Figure 1



STARS 2000 -

Listed below are some specific provisions of STARS 2000 which are of interest to local and tribal governments:

- ★ continuation of funding for bridges under the jurisdiction of counties and cities,
- ★ continuation of the Indian Reservation Roads program,
- ★ continuation of funds for enhancements such as historic preservation, landscaping and bike and pedestrian facilities,
- ★ expanded flexibility to pro-actively address transportation related air quality concerns before the problems become severe, and
- ★ continuation of the existing transportation planning and public involve-

ment processes which enabled the transfer of highway funding to support rural transit needs in Montana.

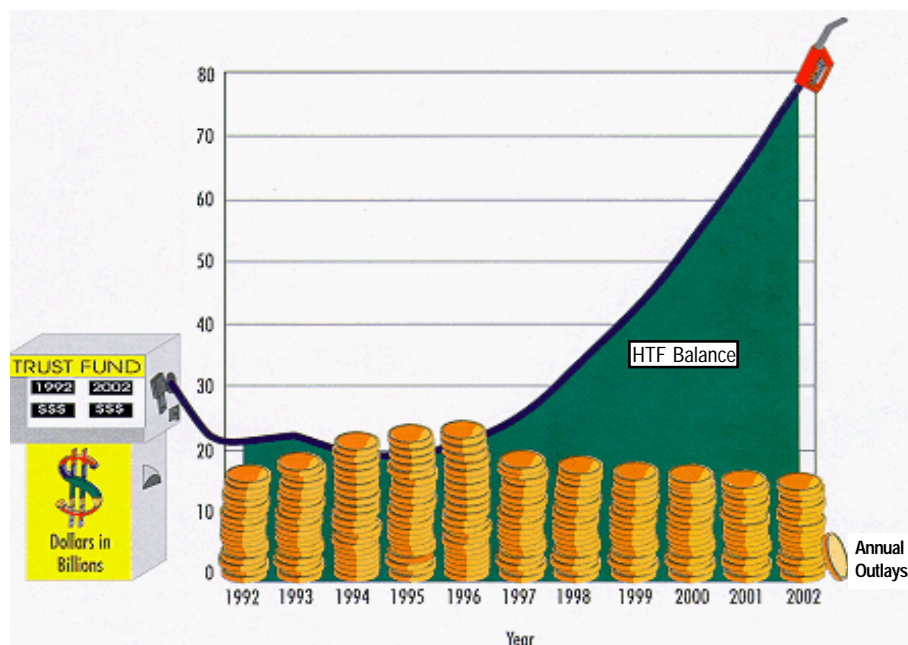
While Montana's Congressional Delegation is united in its support for STARS 2000, they're facing stiff challenges from other regions. And, the entire problem of reaching agreement on the content of the next program will be made even worse because Congress will be holding back billions of Federal Highway Trust Fund dollars in order to meet balanced budget goals. (See Figure 2)

For more information on Highway Program Reauthorization call Sandy Straehl at (406)444-7692.

Figure 2

*Federal Highway Trust Fund Balances are growing.
These user fees should be put to work to insure a
thriving economy.*

**Highway Trust Fund Spending and Cash Balance, 1992 to 2002
(1997 Congressional Budget Resolution Spending Levels)**



Sources: Fiscal 1997 congressional budget resolution and CBO testimony before the House Committee on Surface Transportation, May 16, 1996.

Other Senate approaches to reauthorization:

STEP 21 - a donor state proposal

This proposal's chief goal is to increase the program share for states that receive back less in Federal Highway Program funds than the federal fuel taxes collected in their states. Under this proposal, Montana would get the same program share it gets today. Because this is predominantly a Senate approach, Montana would have nowhere to go but down in a House-Senate compromise.

"ISTEA WORKS"

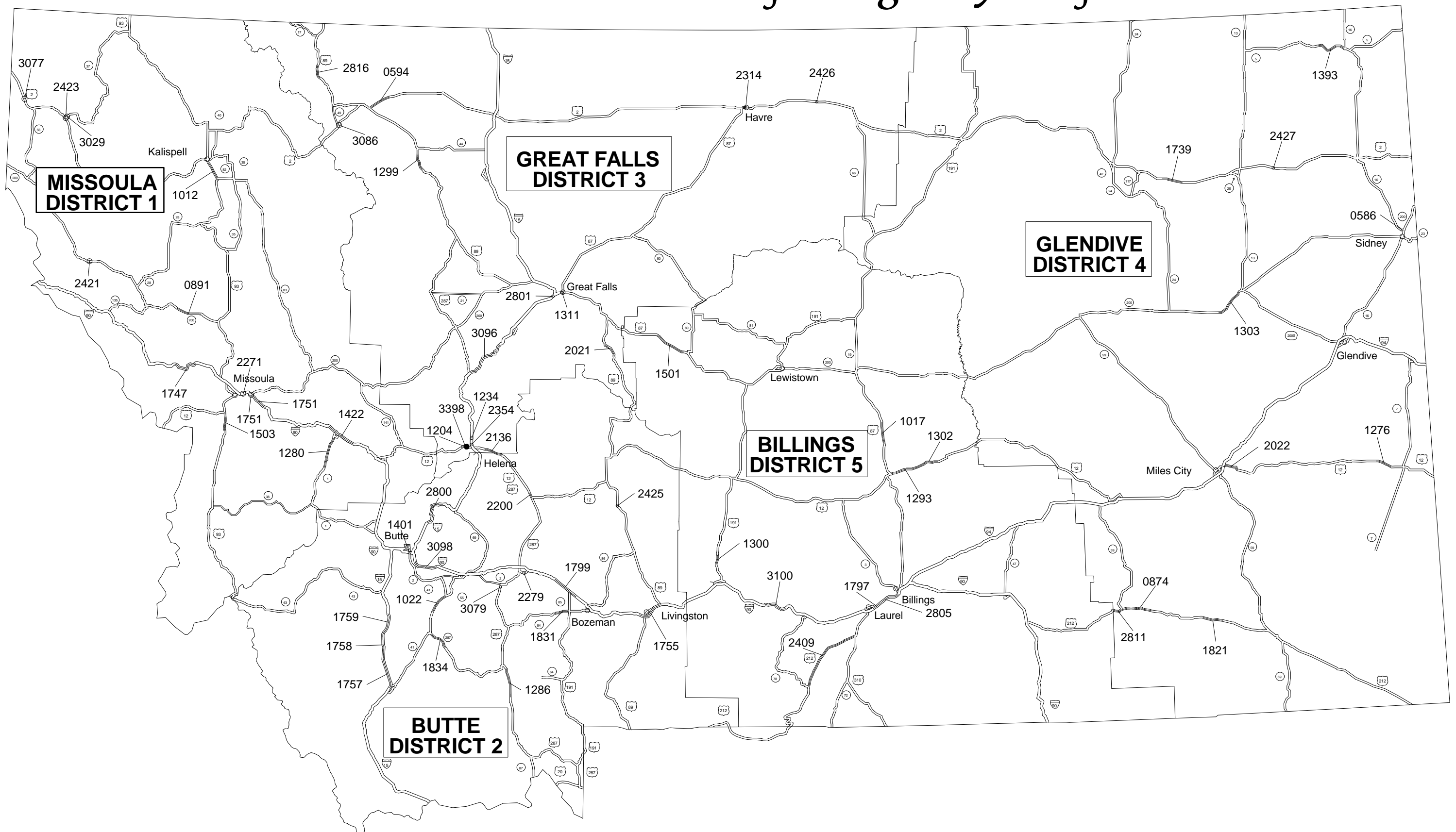
This approach is sponsored primarily by the Northeast and would continue much of the ISTEA structure with a few exceptions: 1) Programs that benefit Northeast states disproportionately would be expanded and 2) distribution factors would be heavily based on mileage and amount of travel on all public roads - not just the federal-aid eligible routes.

This proposal therefore benefits densely roaded/populated states and, includes a built in financial incentive for urban "sprawl". Under this proposal, Montana's program share would decrease.

NEXTEA - This is the Administration's reauthorization proposal.

This proposal seeks to expand some programs of interest to the Administration through new discretionary categories and more set-asides. It is based heavily on contribution to the trust fund and population. The only provision under this proposal which considers the West would reduce Montana's funding by nearly 10%. This proposal is geared to move funds to heavily populated states.

Statewide Transportation Improvement Program Planned 1998 - 2000 Major Highway Projects



MONTANA DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

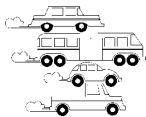
MAJOR HIGHWAY PROJECTS FY 1998-2000

*MAP KEY/ MDT NUMBER	PROJECT NUMBER	PROJECT LOCATION	ROUTE	REF POST	PROJECT LENGTH	PROJECT SCOPE	PROJECT COST (\$MIL)
MISSOULA DISTRICT 1							
FY 1998							
0733	STPS 503-1(6)4	FOYS CANYON ROAD	MTS-503	3.81	3.77	RECONSTRUCT	1 TO 5
1503*	RTF 7-2(25)78	LOLO - SOUTH	US-93	77.8	5.5	RECONSTRUCT	1 TO 5
1747*	IM 90-1(119)74	ALBERTON-E. & W.	I-90	74.4	9.8	RESURFACE	>5
1751*	IM 90-2(96)110	BONNER - EAST STRUCTURES	I-90	110		RESURFACE, STRUCTURE	1 TO 5
2271*	IM 90-2(94)107	EAST MISSOULA-BONNER	I-90	107.27		REHAB STRUCTURE	1 TO 5
2423*	BR 33-1(20)0	BNRR-LIBBY	MT-37	0.1		STRUCTURE & APPROACHES	1 TO 5
2462	CM-BR 8107()	CLARK FORK - MISSOULA				WIDEN BRIDGE	>5
3029*	BH 33-1(21)1	KOOTENAI RIVER - LIBBY	MT-37	0.7		REHAB STRUCTURE	1 TO 5
3077*	BH 1-1()12	KOOTENAI R. - 3.7 KM NW TROY	US-2	11.6		REHAB STRUCTURE	1 TO 5
3168	CM 8199()	NORTHSIDE ACCESS - MISSOULA				BIKE/PED FACILITIES	1 TO 5
FY 1999							
0891*	STPP 6-1()99	DIXON - WEST	MT-200	99	10.2	RECONSTRUCT	>5
1012*	NH 5-3(65)103 F	SOMERS - ASHLEY CREEK	US-93	103.3	5.6	RECONSTRUCT	>5
1012*	NH 5-3(66)109 F	ASHLEY CREEK - KALISPELL	US-93	108.9	2.9	RECONSTRUCT	>5
1751*	IM 90-2(92)110	BONNER - EAST	I-90	110.2	9.2	RESURFACE, STRUCTURE	1 TO 5
2950	STPU 6701(7)	N MERIDIAN-THREE MILE TO IDAHO				RECONSTRUCT	1 TO 5
3140	CM 8199()	PRIMARY SIDEWALK NETWORK-MISSOULA				SIDEWALK UPGRADE	1 TO 5
FY 2000							
1280*	STPP 19-2(15)48	MAXVILLE-DRUMMOND	MT-1	48.3	14.3	RECONSTRUCT & STRUCTURES	>5
1422*	IM 90-3(73)150	DRUMMOND-E. & W.	I-90	149.96	12.7	RESURFACE	>5
1503*	NH 7-1(74)75 F	FLORENCE - NORTH	US-93	75.24	2.5	RECONSTRUCT	1 TO 5
2421*	BR 6-1()53	MRL OP-2MI SE OF THOMPSON FALLS	MT-200	53.3		STRUCTURE & APPROACHES	1 TO 5
3111	STPHS-STPP 0002()	1994-SAFETY IMPVT-SOMERS AREA				REALIGNMENT, TURN LANE	1 TO 5
BUTTE DISTRICT 2							
FY 1998							
1377	STPU 1809(4)	MT. HIGHLAND/4 MILE VUE				RECONSTRUCT	1 TO 5
1401*	IM 15-2(69)128	HARRISON AVE INTERCHANGE-BUTTE	I-15	127.94	0	SIGNALS, TURN LANE	1 TO 5
1757*	IM 15-1(87)64	DILLON-APEX	I-15	63.5	11.2	RESURFACE	>5
1758*	IM 15-1(86)74	APEX-GLEN	I-15	74.5	11.2	RESURFACE, STRUCTURE	>5
1834*	STPP 29-1(27)34	TWIN BRIDGES-SHERIDAN	MT-287	33.7	8.5	RECONSTRUCT	>5
2425*	BR 59-2(6)45	MILWAUKEE RR & CREEK-RINGLING	US-89	44.8		STRUCTURE & APPROACHES	1 TO 5
3135	STPS 359-2(4)8	CARDWELL-HARRISON DIGOUTS	MTS-359	8.3	1	RESURFACE	1 TO 5
FY 1999							
1022*	STPP 29-1(31)50	SILVER STAR-N. & S.	MT-41	50.3	7	RECONSTRUCT	>5
1286*	STPP 13-1()36	CAMERON-N. & S.	US-287	36	11.2	RECONSTRUCT	>5
1755*	IM 90-7(63)331	LIVINGSTON-E. & W.	I-90	330.8	10.1	RESURFACE, SNOW FENCE	>5
1759*	IM 15-1(88)85	GLEN-MELROSE	I-15	85.7	7.8	RESURFACE	1 TO 5
2200*	NH 8-4()77 F	TOWNSEND-URBAN	US-12	76.7	1.4	RECONSTRUCT	1 TO 5
2424	BR-STPP 13-1()47	5 LOCATIONS-SE OF ENNIS	US-287	47.2		STRUCTURE & APPROACHES	1 TO 5
2800*	IM 15-3(54)144	ELK PARK - BASIN	I-15	143.6	14	RECYCLE & RESURFACE	1 TO 5
FY 2000							
1799*	IM 90-6(71)289 F	MANHATTAN-BELGRADE	I-90	289.3	11.8	REHAB CONCRETE	>5
1831*	STPP 84-4(9)22	FOUR CORNERS-W.	MT-84	22.1	6.9	RECONSTRUCT	>5
2279*	STPP 13-5()95	THREE FORKS OVERPASS REMOVAL	MT-2	95.22	0.2	REMOVE BRDG, FLTTN CURVE	1 TO 5
2544	STPHS 50-2(36)43	SLP FLTN-WID-GALLATIN COUNTY	US-191	43.1		SLOPE FLATTEN,SIGNING	1 TO 5
2827	STPS 399-1()0	WHITETAIL ROAD	MTS-399	0	10.1	RECONSTRUCT	1 TO 5
3079*	BR 13-2()83	JEFF. R-20.4 KM SW THREE FORKS	US-287	83.04		STRUCTURE & APPROACHES	1 TO 5
3098*	IM 90-4()230	HOMESTAKE PASS	I-90	230.3	9.7	RESURFACE	1 TO 5
GREAT FALLS DISTRICT 3							
FY 1998							
0594*	RTF 1-3(31)225 F	BROWNING-MERIWETHER	US-2	224.7	9.3	RECONSTRUCT	>5
1311*	NH 60-2(33)93 F	10TH AVE S-20TH-WARDEN BR-GTF	US-87	93	1.57	RECONSTRUCT	>5
2021*	FH-STPP 60-2(51)53	RICEVILLE HILL	US-89	53.3	7	RECONSTRUCT	>5
2314*	NH 1-6(20)379	HAVRE-WEST	US-2	379.2	3	RECONSTRUCT	1 TO 5
2426*	BR 1-7(22)410	BATTLE CR - W OF ZURICH	US-2	409.9		STRUCTURE & APPROACHES	1 TO 5
2801*	IM 15-5()278	BRIDGE DECKS - GREAT FALLS	I-15	277.8	0	BRIDGE DECK REHAB	1 TO 5
2816*	STPP 58-1()26	HUDSON BAY DIVIDE-ST.MARY	US-89	25.5	6	RECYCLE & RESURFACE	1 TO 5
FY 1999							
0296	STPS 330-1(11)12	ULM-SOUTH (SOUTH SECTION)	MTS-330	12.3	4.9	RECONSTRUCT	1 TO 5
1234*	NH 15-4(73)196 F	FORESTVALE INT.	I-15	196	0	INTERCHANGE	>5
1299*	STPP 3-3(8)75	DUPUYER-N.	US-89	75	8.6	RECONSTRUCT	>5
2319	STPU 5807() F	NORTH MAIN STREET - HELENA				RECONSTRUCT & STRUCTURES	1 TO 5
2370	STPHS-STPS-STPU 430-1(3)1	1 MI. E. OF HELENA	MTS-430	0.3	0.6	STRUCTURE & APPROACHES	1 TO 5
3096*	IM 15-4()229	AUGUSTA INT - HARDY CREEK	I-15	229.1	18.7	RECYCLE & RESURFACE	>5

*MAP KEY/ MDT NUMBER	PROJECT NUMBER	PROJECT LOCATION	ROUTE	REF POST	PROJECT LENGTH	PROJECT SCOPE	PROJECT COST (\$MIL)
GREAT FALLS DISTRICT 3 (cont.)							
FY 2000							
1204*	NH 8-2(38)40	EUCLID AVE.-HELENA	US-12	40.5	2.6	RESURFACE	1 TO 5
2136*	NH 8-2(39)50	EAST HELENA-E.	US-12	49.9	7.2	RESURFACE	1 TO 5
2354*	NH 15-4()193 F	CEDAR ST. INTCHG.	I-15	193.3		WIDEN BRIDGE	1 TO 5
3086*	BR 1-3()209	MIDVALE CREEK - EAST GLACIER	US-2	209.1		STRUCTURE & APPROACHES	1 TO 5
3398*	BR 8-2()43	LYNDALE OVERPASS - HELENA	US-12	42.6		STRUCTURE	1 TO 5
GLENDIVE DISTRICT 4							
FY 1998							
0586*	NH 62-2(11)37 F	SIDNEY - NORTHWEST	MT-16	36.68	1.4	RECONSTRUCT & STRUCTURES	1 TO 5
1276*	STPP 2-2(8)70	PLEVNA-EAST & WEST	US-12	70	7.2	RECONSTRUCT & STRUCTURES	>5
1358	STPS 327-1(5)8	8 MI SE OF BAINVILLE-SE	MTS-327	7.6	7.4	RECONSTRUCT	1 TO 5
1739*	NH 1-9(30)565	FRAZER-E. & W.	US-2	564.8	8.3	WIDEN, RESURF & STRUCT	1 TO 5
1821*	NH 37-3(9)77 F	CAMPS PASS-E.	US-212	76.8	8	RECONSTRUCT & PIPES	>5
2811*	NH 37-2()39	LAME DEER-WEST	US-212	38.7	3.4	RECYCLE & RESURFACE	1 TO 5
FY 1999							
0874*	NH 37-2(17)49 F	11 KM E OF LAMEDEER - EAST	US-212	49.3	5	RECONSTRUCT	>5
1076	STPS-BR 484-1(4)20	OTTER - N & S	MTS-484	20	6.9	RECONSTRUCT & STRUCTURE	1 TO 5
1303*	NH 57-6(7)267 F	BROCKWAY - EAST	MT-200	267.5	5.8	RECONSTRUCT & STRUCTURES	1 TO 5
2022*	STPP 2-1()6	MILES CITY-E.	US-12	6.14	7	RECONSTRUCT & STRUCTURES	>5
2427*	BR 1-10()611 F	POPLAR R.-0.5 W.OF POPLAR	US-2	611.1		STRUCTURE & APPROACHES	1 TO 5
3083	BR 363-1()1	MILK RI. - WAGNER	MTS-363	1.3		STRUCTURE & APPROACHES	1 TO 5
FY 2000							
0874*	NH 37-2(16)42 F	LAME DEER-E.	US-212	42.2	7.1	RECONSTRUCT	>5
1303*	NH 57-6(8)273 F	CIRCLE - SW	MT-200	273.3	5.7	RECONSTRUCT & STRUCTURES	1 TO 5
1393*	STPP 22-2(15)30	PLENTYWOOD-W.	MT-5	30	10.7	RECONSTRUCT	>5
2352	STPP 27-1()3	N. OF EKALAKA	MT-7	0	0	SLOPE FLATTENING	1 TO 5
BILLINGS DISTRICT 5							
FY 1998							
1264	STPS 401-1(2)0	BUFFALO TRAIL - N OF LAUREL	MTS-401	0	7.9	RECONSTRUCT	>5
1293*	STPP 14-5(15)170	ROUNDUP - EAST	US-12	169.5	12.2	RECONSTRUCT & STRUCTURES	>5
1300*	STPP 45-1(17)8	13 KM N OF BIG TIMBER - N	US-191	8	4	RECONSTRUCT	1 TO 5
1302*	STPP 14-5(17)182	19 KM E OF ROUNDUP - EAST	US-12	181.7	7.5	RECONSTRUCT	>5
1797*	IM 90-8(132)439 F	BILLINGS-MOSSMAIN SCALE	I-90	438.6	0.3	MCS SCALE SITES	1 TO 5
2805*	IM 90-8()437	MOSSMAIN-BILLINGS	I-90	437	12.7	RESURFACE	>5
3452	STPS 541-1()0	UTICA - WINDHAM	MTS-541	0	10.7	RESURFACE	1 TO 5
FY 1999							
1017*	NH 61-1()13 F	19 KM N OF ROUNDUP-N	US-87	13.08	8.7	RECONSTRUCT	>5
2409*	STPP 28-2()70	RED LODGE - NORTH	US-212	70.31	31.4	RESURFACE	1 TO 5
2431	BR 568-1()2	YSTONE R-NW OF POMPEYS PILLAR	MTS-568	1.96		STRUCTURE & APPROACHES	1 TO 5
2477	BR 9048(15)	YELLOWSTONE R-W OF REEDPOINT				STRUCTURE & APPROACHES	1 TO 5
FY 2000							
0851	STPU 1002()	WISCONSIN TO 17TH ON RIMROCK				RECONSTRUCT	1 TO 5
1501*	NH 57-2()22 F	GEYSER-STANFORD	US-87	21.72	12.72	RECONSTRUCT	>5
3100*	IM 90-7()390	REEDPOINT - E & W	I-90	390	9.2	RESURFACE	>5

NOTES

- For those projects with a * next to the MDT number, please see the enclosed map for project location
- The projects listed are only the major tentative highway projects for the next three federal fiscal years.
For a complete list of all tentative projects, please refer to the 1998 Statewide Transportation Improvement Program (STIP).
A copy of the 1998 STIP may be obtained by calling Jeff Ebert at 1-800-714-7296.
- The projects shown on this list and accompanying map are not listed in any priority.



MDT Planning Division Updates



Emergency Relief Program

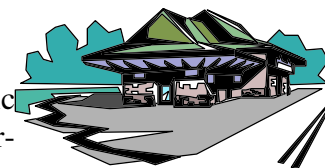
Note: Near-record snowpacks and heavy spring rains have produced flooding conditions along many Montana rivers. Resulting damage to Montana roads and highways has increased requests for assistance from programs administered by MDT. The following is a description of one of these programs.

The Federal Highway Administration's Emergency Relief (ER) Program offers financial assistance to States for repair of highways damaged by catastrophic or natural disasters. In a natural disaster, the damage covers a wide area and is not confined to a local situation nor is it a regular and frequent occurrence. A catastrophic failure is a sudden failure of a major element with disastrous impact on transportation services. All repair or reconstruction work proposed for participation with ER funds must be located on Federal-aid highways or Federal roads as defined in section 101 of 23 U.S.C. When serious damage occurs, an official proclamation must be issued by the Governor or the President under the Disaster Relief Act for work to be eligible for ER funds.

Following the proclamation, the disaster areas are evaluated by personnel from federal, state and local agencies to determine if the areas are eligible for ER funds. Federal guidelines suggest a minimum value of \$3,000 per site and \$500,000 per disaster for national consistency.

When serious damage occurs, state and local agencies should contact the Montana Department of Transportation to see if a major disaster declaration exists for Montana. Emergency repair work to restore essential travel, minimize extent of damage, or protect the remaining facilities accomplished in the first 180 days after the disaster occurs may be reimbursed at 100% Federal share. After the 180 days, the normal pro rata share applies. Therefore, it is in the best interest of all parties concerned to bring these damages to the attention of MDT officials. For more information please contact Jeff Ebert at (406)- 444-7639.

Rest Areas Planned for Montana Highways



Faced with continued public demand for highway rest areas at a time of increasing construction and maintenance costs, the Montana Department of Transportation has found new ways to provide these facilities at lower cost to the taxpayer. These efforts will result in 11 new rest areas along Montana's highways this year with several more planned.

Rest areas are important for driver safety and popular with the public, but they're also expensive to build and maintain and take funding away from other essential highway projects. MDT has come up with some other ways to provide these facilities.

One MDT initiative will reduce utility and construction costs by combining rest areas with truck weigh stations at Culbertson and Clearwater Junction. MDT will also replace an existing combined facility at Broadus this year.

The most successful effort is the department's popular City Park Rest Area Program which provides funding to communities to build or improve existing park facilities as rest areas. The program has been a positive experience for everyone involved. The traveling public gets a safe, well-maintained rest area, the community gets funding for local improvements, and MDT is able to use the saved money on highway construction projects. The program has also enhanced local economies by encouraging tourists to shop at businesses in participating cities.

City Park Rest Areas scheduled for construction in 1997 include Cut Bank, Ennis, Big Sandy, Whitefish, Havre, and Lewistown. Sites at Roundup and east of Wolf Point are tentatively scheduled for 1998.

Additional rest areas at Bozeman and Choteau are scheduled for construction this summer through other innovative funding arrangements.

THE TRANSPORTATION PLANNING NEWSLINE is published quarterly by the Montana Department of Transportation, Transportation Planning Division. The preparation of this newsletter is financed through the Federal Highway Administration's Statewide Planning and Research Program. Articles appearing in the Transportation Planning Newsletter are contributed by the staff of the MDT Transportation Planning Division.

For more information contact Jan Vogel at (406)444-4262.



MDT Planning Division Updates



Bike/Pedestrian Update



Six months after joining the Department, Jennifer Dalrymple reports that things are progressing rapidly.

One of the initiatives in progress is a simple bicyclists' road guide which will show the summer average daily traffic volumes for various main roads, usable shoulder widths, rest areas, pass elevations, etc., so bicyclists can choose routes suitable to their abilities.

Also, check out MDT's new addition to its Internet homepage the "Bicycle and Pedestrian Connection" (MDT website <http://www.mdt.mt.gov>). The site provides information on some of the laws applicable to bicyclists and pedestrians and has various links to such things as weather, road conditions, and other resources of bike/ped information for the state. On this page we are also soliciting input on the routes that bicyclists and pedestrians use in Montana, and welcome your comments on our survey.

HEADS UP - MDT is sponsoring the "National Highway Institute Bicycle and Pedestrian Safety and Accommodation Training Course" Oct 21-23, 1997, in Helena. The course will be taught by Drake and Associates and is designed to provide training on

safely integrating pedestrian and bicyclist consideration into normal highway planning, design, operations, enforcement and education programs. The course encourages a hands-on, interactive learning environment and will have local speakers share some of their experiences. Please call Jennifer at (406)444-9273 for more information regarding the course.

NOTE: Summer is near and folks from as far away as Australia are planning bicycle trips to the Big Sky Country. This means more people out on the roadways so MDT is encouraging everyone to increase their attentiveness and please share the road so everyone has a safe and enjoyable summer.

If you take a bicycling trip around Montana this summer, please let Jennifer know about your adventure. Jennifer can be reached at (406)444-9273 or by writing MDT - Planning Division, P.O. Box 201001, Helena, MT 59620-1001.



Montana Community Transportation Enhancement Program Progress Report As of June 1997

Currently, 256 CTEP projects are under development or completed. Local governments have obligated \$19.2 million of their available funds toward projects. MDT has reimbursed \$3.1 million for work completed.

The following is a summary of projects within each phase of the CTEP process:

Phase I - Two projects are undergoing MDT review.

Phase II - There are currently 31 projects in the Agreement Development Process.

Phase III - There are currently 139 projects in the Project Development Process.

Phase IV - There are 53 Projects in the Ad/Award & Construction Stage.

Phase V - There are 31 Substantially Completed / Completed Projects.

For further information regarding CTEP projects contact
Mike Davis (406)444-4383 E-Mail U1972@long.mdt.mt.gov or
Ed Hedlund (406)444-0809 E-Mail U3589@long.mdt.mt.gov

Transportation Planning Division Telephone Numbers

Only the most frequently requested numbers are listed here. For an area or person not listed, call **1-800-714-7296** (in Montana only), or **(406) 444-3423**.

TDD (406) 444-7696 or 1-800-335-7592

Administrator (Patricia Saindon)	. 444-3143
Bike/Pedestrian	
(Jennifer Dalrymple) 444-9273
CTEP (Mike Davis) 444-4383
Mapping (Joe O'Neil) 444-6119
Multimodal Planning	
(John Craig) 444-6370
Projects (Jeff Ebert) 444-7639
Public Involvement	
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Urban Planning (Ross Tervo) 444-3445
ITS Planning (Dennis Hult) 444-9237
Newsline Editor (Sally Yarnall)	... 444-3475
Newsline Distribution	
 444-7239

MDT Upcoming Events....

Transportation Commission Meetings
July 8 & 9 - Dillon
August 19 & 20 - Kalispell
Sept. 30 & Oct. 1 - Sidney

Tribal Technical Assistance Program
August 13 - Billings
(call 1-800-541-6671 for information)

Rural Advanced Technology and
Transportation Conference
August 24 - 27 - Big Sky

Montana Transit Association Fall
Conference - September 10 & 11
Yogo Inn, Lewistown

For More Information on Any of These Events
Call 1-800-714-7296

Did you know?....

✦ MDT's Toll-free Road Report
number has received 379,700
calls since October, 1996.

✦ MDT's Internet Homepage has
been visited nearly 60,000 times
since November, 1995.

Drug Awareness Training

The Traffic Safety Bureau is hosting six Drug Awareness Workshops at the following locations:

Missoula	July 8 & 9	Parkside Holiday Inn
Kalispell	July 10 & 11	Outlaw Inn
Great Falls	July 14 & 15	Heritage Inn
Butte	July 17 & 18	Copper King Park Hotel
Miles City	July 21 & 22	Roadway Inn
Billings	July 24 & 25	Sheraton Hotel

These workshops are in response to the recent enactment of Senate Bill 106. This legislation allows officers to test people for both drugs and alcohol with an alcohol concentration .10 or higher.

The Bureau invites law enforcement personnel, city & county attorneys, and judges to participate in this training. The instructors are Lt. Jerry Tidwell from the California Highway Patrol and Jim Hutchison from the Montana State Crime Lab. Lt. Tidwell is well known in the western region for his expertise on drug impaired drivers. He also helped develop the National Highway Traffic Administration's curriculum on this subject. For more information about these workshops please contact Priscilla Sinclair at 406-444-7417.

Montana Department of Transportation Transportation Planning Division

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